

2006 STP/CMAQ Regional Competition Application

This application is available on the PSRC Web site at <http://www.psrc.org/projects/tip/index.htm>.

Puget Sound Regional Council

****Please read all of the text in this section before completing this application.****

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for regional funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2006 STP/CMAQ Regional Competition is awarded to projects of regional priority, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 21 2006. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting regional funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another regional priority project.

CMS requirements: Per revisions to the PSRC's Congestion Management System [in accordance with Title 23, Section 134,(i)(3) USC – Highways], sponsors of projects that receive funds as a result of this competition will be required to document the purpose and need for any project that provides general purpose capacity expansion on minor arterials or major/minor collectors (urban or rural).

14-page limit: You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to TIPRPEC@psrc.org. Please name the file "(Agency): (Project title)". If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the PSRC's Web site. Mailed materials should be sent to: Larry Burris, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Larry Burris. For questions or to confirm receipt of your application, contact Larry Burris at 206-464-5301 or lbarris@psrc.org. All applications must be submitted by **May 1, 2006**.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.** If you have questions please contact Kelly McGourty at 206-464-7892 or kmcgourty@psrc.org.

PROJECT DESCRIPTION INFORMATION

1	<p>Project title: Downtown Circulation Improvements: NE 8th Street Widening</p> <p>For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).</p>
2	<p>Destination 2030 ID#: The project has been submitted as part of the May 2006 Amendment. It is consistent with regional policies to address traffic congestion and to provide pedestrian facilities, including RT-8.12, RT-8.14, and RT-8.18</p> <p>In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i>, the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i>, refer to Appendix 9 of <i>Destination 2030</i> at http://www.psrc.org/projects/mtp/d2030plan.htm. For assistance or questions regarding these issues, contact Kaori Fujisawa at 206-587-5063 or kfujisawa@psrc.org.</p>

3	<p>a. Sponsoring agency: City of Bellevue</p> <p>b. Co-sponsor(s) if applicable:</p> <p>Important: For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor?</p>
4	<p>Project contact person: Jen Benn</p> <p>Address: 450 110th Avenue NE, Bellevue, WA 98004</p> <p>Phone: 425-452-4270</p> <p>Fax: 425-452-2817</p> <p>E-Mail: jbenn@ci.bellevue.wa.us</p>
5	<p>Project description. Please be as clear and concise as possible. Include a description of the project, the need for the project, and the project purpose.</p> <p>The project will: 1) construct a third westbound lane on NE 8th Street from 108th to 106th Avenues NE, which becomes a right-only lane at 106th Avenue NE, and 2) enhance pedestrian facilities adjacent to the new lane.</p> <p>The NE 8th Street Widening project was identified in the City's 2003 Downtown Implementation Plan (DIP) Update as an infrastructure investment needed to maintain traffic flow coming into Bellevue from I-405. Currently, the intersection of NE 8th Street and 108th Avenue NE is a chokepoint created by vehicles merging from three to two westbound through lanes. The intersection operates at an E- level of service during peak hours and annually averages 6-7 accidents. Projected Downtown growth will exacerbate the problem. The project not only alleviates the immediate congestion issue, but also is necessary for the efficient operation of other DIP recommended circulation improvements, including the planned One-Way Couplet on 106th and 108th Avenues NE.</p>
6	<p>Project location: NE 8th Street</p> <p>a. County(ies) in which project is located: King</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): 108th Avenue NE</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): 106th Avenue NE</p>
7	<p>Map: 1. Include a legible 8½" x 11" project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½" x 11").</p> <p>Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>
8	<p>Federal functional classification code (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-587-5118 or srossi@psrc.org.</p> <p>Important: A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> • Any bicycle and/or pedestrian project. • Projects not on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects.

Rural Functional Classifications
"Under 5,000 population"

(Outside federal-aid urbanized and federal-aid urban areas)

- ☐ **00** Exception
- ☐ **01** Principal Arterial - Interstate
- ☐ **02** Principal Arterial
- ☐ **06** Minor Arterial
- ☐ **07** Major Collector
- ☐ **08** Minor Collector
- ☐ **09** Local Access
- ☐ **21** Proposed Principal Arterial – Interstate
- ☐ **22** Proposed Principal Arterial
- ☐ **26** Proposed Minor Arterial
- ☐ **27** Proposed Major Collector
- ☐ **28** Proposed Minor Collector
- ☐ **29** Proposed Local Access

Urban Functional Classifications
"Over 5,000 population"

(Inside federal-aid urbanized and federal-aid urban areas)

- ☐ **00** Exception
- ☐ **11** Principal Arterial – Interstate
- ☐ **12** Principal Arterial – Expressway
- ☒ **14** Principal Arterial
- ☐ **16** Minor Arterial
- ☐ **17** Collector
- ☐ **19** Local Access
- ☐ **31** Proposed Principal Arterial – Interstate
- ☐ **32** Proposed Principal Arterial – Expressway
- ☐ **34** Proposed Principal Arterial
- ☐ **36** Proposed Minor Arterial
- ☐ **37** Proposed Collector
- ☐ **39** Proposed Local Access

PLAN CONSISTENCY INFORMATION

Note: Cities, towns, and counties seeking federal funds managed by the PSRC may submit an application only if their comprehensive plan has been certified by the PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with *VISION 2020* and *Destination 2030*, the central Puget Sound region's Metropolitan Transportation Plan. For questions on consistency and certification, contact Rocky Piro at 206-464-6360 or rpiro@psrc.org. For questions regarding centers, contact Ben Bakkenta at 206-464-5372 or bbakkenta@psrc.org.

9 Consistency with adopted *VISION 2020* and *Destination 2030* (Metropolitan Transportation Plan)

Note: The questions in this section must be answered by all applicants. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC's Web site at www.psrc.org/projects/planreview/ppr_status.htm. To obtain copies of the adopted *VISION 2020* or *Destination 2030* documents, please contact the PSRC's Information Center at 206-464-7532 or infoctr@psrc.org.

a. Indicate the current certification status of the local comprehensive plan's transportation element. Note: Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.

- Certification Status: Certified
- Date of certification action (mm/dd/yy): June 2005

b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.

- ☐ The project is located outside the designated urban growth area.
(Refer to <http://www.psrc.org/projects/tip/applications/reference.htm> for more information.)
- ☒ The project is located within the designated urban growth area.
- ☒ The project is located within a formally designated regional growth center. (Please identify the regional growth and/or manufacturing/industrial center in the space below; refer to <http://www.psrc.org/projects/monitoring/rgc.htm> for more information.)

Downtown Bellevue

c. Is the project specifically identified in a local comprehensive plan?

- ☒ Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:
City of Bellevue Comprehensive Plan, Downtown Bellevue Sub-area Plan, Page 80, Project #207.
- ☐ No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

REGIONAL PROJECT EVALUATION

Important: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "Regional Project Evaluation Criteria" (Section 3 of the STP/CMAQ Regional Competition Call for Projects) before completing these sections of the application for guidance, examples, and details on scoring.

Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

Part 1: Category Specific Questions (50 Points)

10. Select one of the following three categories that best fits your project and follow the corresponding instructions:

- ☒ Designated Urban Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).
- ☐ Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).
- ☐ Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

Note: Please refer to Attachment 6 of the Policy Framework (Section 2 of the STP/CMAQ Regional Competition Call for Projects) for a map of designated urban and manufacturing/industrial centers. An updated map is also available on the PSRC website at <http://www.psrc.org/projects/tip/index.htm>. For questions regarding the designation of a specific center, contact Ben Bakkenta at 206-464-5372 or bbakkenta@psrc.org. Information on the 2005 adopted Regional Economic Strategy and the five targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at <http://www.prosperitypartnership.org/clusters/index.htm>. For questions regarding these topics, contact Jeff Raker at 206-464-6179 or jraker@psrc.org.

A. Designated Urban Centers (50 Points)

Instructions: Complete this section if you selected "Designated Urban Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 12 or 13.

11. Please explain how your project addresses the following:

- How will the project help the Urban Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support activity in the Urban Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate page(s) from the plan or policies with your application.
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe the impact the project will have on the Urban Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.)? Will the project benefit a large number or wide variety of users (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice¹ and/or areas experiencing high levels of unemployment or chronic underemployment)?

¹ The President's Order for Environmental Justice states "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations." For more information, refer to the PSRC's 2003 Environmental Justice Demographic

- Will the project provide access to a major destination or significantly improve circulation within the Urban Center?
For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

DEVELOPMENT OF THE URBAN CENTER

Maintaining transportation infrastructure that supports and promotes economic growth is critical to the future of downtown Bellevue. The NE 8th Street Widening project is the cornerstone of plans to improve short-term and long-term traffic flow into and through Bellevue's downtown grid. The project alleviates an existing chokepoint as vehicles enter downtown from the regional freeway system and is a necessary component for the planned 106th/108th Avenues NE One-Way Couplet. The project will also enhance pedestrian facilities within the limits.

During the past 50 years, Bellevue has grown in stages: first as an agricultural community, then as a bedroom community serving Seattle, and now as the only designated Regional Growth Center in East King County. The 410 acre downtown core currently is home to 35,000 employees; three million square feet of retail and entertainment facilities; more than five million square-feet of Class A office space; and more than 2,000 housing units providing urban homes to approximately 4,000 residents. Bellevue is now developing as a true regional growth center. 2020 growth forecasts indicate that employment in the downtown core will increase to at least 61,000 and an additional 9,000 housing units will be constructed. This growth is projected to produce an 85 percent increase in vehicle trips within the downtown core.

Existing office space/residential capacity in downtown Bellevue is not sufficient to accommodate forecasted employment and housing growth. Current development projects will bring substantial growth opportunities - including seven office towers and three residential communities - to downtown Bellevue during 2007-2008. The office space is needed to accommodate the forecasted three percent increase (Conway-Pederson) in jobs for existing employers and to attract new businesses to Bellevue. Negotiations are on-going with several e-retailing, telecommunications, and IT-firms in expansion mode.

The Washington Square development fronts the north side of the project limits. This ten-acre site, owned by Wasatch Property Management Inc. of Utah, is being developed in several phases. When completed the block will include 900,000 GSF including an office tower; 250-room hotel, 200,000 square feet of retail space; and five residential towers. The total development is valued at more than \$1 billion. Phase One, including two residential towers, will begin construction this spring. When all phases are completed, an estimated 500-800 daily trips will be added to this segment of NE 8th Street, which already bottlenecks during peak hours. The NE 8th Street Widening project will provide additional capacity at the point of the bottleneck and enhance access to the elements of the Washington Square development. The developer has a vision for a compact community where people can live, work, shop, and access entertainment within a pedestrian friendly environment. Therefore, enhanced pedestrian facilities adjacent to the new lane are planned.

To ensure that Bellevue has adequate infrastructure to support this growth, the City updated its Downtown Implementation Plan (DIP) in 2003. The update focused on land use, urban design, and transportation solutions primarily relating to access and circulation. The DIP Update process included extensive community involvement and culminated in a comprehensive vision for the future of Downtown Bellevue. DIP policy and project recommendations, including the NE 8th Street Widening project, were incorporated into the 2004 amendment to the city's Comprehensive Plan.

The NE 8th Street Widening project is consistent with Vision 2020 policies to concentrate growth in Urban Centers and to support that growth with investments in transportation facilities and services promoting a compact, pedestrian-oriented environment (RT-18). The project is also consistent with the City of Bellevue Comprehensive Plan policies to follow guidance provided in long-range transportation plans to identify, prioritize, and implement transportation improvements (Policy TR-27) and to support Downtown's development as an Urban Center (Policy LU-28). The DIP Update advocated necessary access improvements between I-405 and Downtown Bellevue. The City pursued funding and partnerships to implement Access Downtown, a comprehensive package of projects to improve access into Downtown Bellevue, especially improvements at NE 8th, NE 6th, NE 4th, and SE 8th Streets. The NE 10th Street overcrossing, set to begin construction in 2006, advances access to the northern part of Downtown Bellevue. After access improvements, the DIP recommended a series of phased projects to improve and maintain an efficient flow of traffic into and through Downtown Bellevue. The NE 8th Street Widening project is the first of the phased circulation improvements recommended by the DIP.

SUPPORT FOR TARGETED INDUSTRY CLUSTERS

To date, the City has been successful in attracting sustainable businesses in acknowledged growth industries, such as Information Technology and the Life Sciences, that are populated by knowledge-based workers who earn family wages or better. Approximately 22 percent of Bellevue's covered employment falls into one of the five clusters identified through the Regional Economic Strategy. This is a somewhat larger share than the 19.5 percent of covered employment regionally in the five clusters, due primarily to the stronger concentration of Information Technology jobs in Bellevue. The office towers in downtown Bellevue are headquarters for many of the businesses in the target clusters. The NE 8th Street Widening project reduces the delays and frustrations employees and customers encounter in reaching those downtown businesses.

Executives of key employers that recently located in downtown Bellevue (Symetra, Drugstore.com, and Equity Office) each stated in public interviews that the efficiency of downtown Bellevue's transportation system was a major factor in their decision to move their operations. Through projects like the NE 8th Street Widening, the City of Bellevue will continue to provide infrastructure that fosters economic vitality within its urban center. While Bellevue has been successful in recruiting and retaining larger companies, it will not be able to continue the trend if corporate top priorities, such as an efficient transportation system that makes it easy for employees and customers to access the site, are not available. The real estate market during growth cycles is extremely competitive and the region has already seen that companies with a global reach can be agile in relocating to other markets that provide the desired infrastructure and amenities. The NE 8th Street Widening project is one step Bellevue is taking to keep its urban growth center competitive for the future.

IMPACT ON URBAN CENTER

The intersection of NE 8th Street and 108th Avenue NE is a chokepoint on the City's primary east-west principal arterial serving Downtown Bellevue. Vehicles traveling into downtown, many coming from I-405, have three westbound lanes until 108th Avenue NE where the northern travel lane converts to a right only. At this point, westbound cars must merge into the two through lanes to continue downtown. As a result of the merge, the intersection operates at an E- during peak hours and is the location of approximately seven accidents annually. Modeling shows a 16-24 increase in traffic volumes by 2020 and this project keeps the intersection from reaching Level of Service F. Maintaining the traffic flow into downtown serves residents, commuters, transit, and commercial customers. The project also serves pedestrians by enhancing the sidewalk along the north side of the project limits.

In addition to alleviating the impact of the existing chokepoint, the project is a keystone in the future of the downtown grid because it is required for the functioning of other DIP recommendations, such as the 106th/108th Avenues NE One-Way Couplet and additional access points to and from I-405. By reducing congestion at the chokepoint, traffic will flow more efficiently into the Downtown core with its many commercial, retail, residential, and entertainment destinations.

ACCESS AND CIRCULATION IMPROVEMENTS

The 1950's super-block grid used in the development of Bellevue's downtown core poses a challenge for the circulation of vehicle traffic and non-motorized modes. The NE 8th Street Widening project addresses an immediate need by alleviating congestion at the intersection of NE 8th and 108th Avenues NE.

This project is necessary for the efficient operation of the one-way couplet planned for 106th and 108th Avenues NE. Modeling conducted as part of the DIP Environmental Impact Statement demonstrated the value of the couplet: it would reduce system delay by 27 percent, vehicle miles traveled by 20 percent, and increase speed by 29 percent. In addition, the No-Action Alternative reflected eleven intersections operating at Level of Service F; the couplet reduces that number to five intersections.

Bellevue's retail sector not only represents one-quarter of the downtown Bellevue jobs, but also is a major regional destination and economic generator. This sector is also expanding with more than 700,000 square feet of retail elements planned as part of the Washington Square, Lincoln Square, Bel Plaza, and Bravern developments. For the retail sector to remain viable, it is important that shoppers are able to travel to, from, and within the downtown with minimal delay. The expansion of NE 8th Street capacity will reduce delay, providing a greater ease of access to the retail sector, as well as to the key office tower developments throughout downtown Bellevue.

B. Manufacturing/Industrial Centers (50 Points)

Instructions: Complete this section if you selected "Manufacturing/Industrial Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 13.

12. Please explain how your project addresses the following:

- How does the project result in time savings for moving freight and goods?
- Indicate whether the project focuses on addressing a physical gap or removing a barrier that is problematic for freight and goods movement.
- How does the project contribute to achieving a more "seamless" system of moving freight and goods by reducing modal conflicts, such as between freight trains and trucks, in a safe and efficient manner?
- How does the project help to improve the circulation and movement of people and goods to various buildings and/or employment sites?
- Does the project or program contribute to transportation demand management and commute trip reduction opportunities? Please describe.
- Describe how the investment results in more reliable travel for various user groups (including employees, customers, modal carriers, those identified in the presidential Executive Orders for Environmental Justice² and/or areas experiencing high levels of unemployment or chronic underemployment).?
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.

C. Connecting Corridors (50 Points)

Instructions: Complete this section if you selected "Connecting Corridors" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 12.

13. Please explain how your project addresses the following:

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice³ and/or areas experiencing high levels of unemployment or chronic underemployment).
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban or manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe how the project improves a corridor in logical segments, thereby preventing missing links or gaps.
- Describe how the project creates more reliable and efficient travel flows along the corridor by filling missing links or removing barriers.
- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.
- Describe how this project improves safety and/or reduces modal conflict.

² see footnote above

³ see footnote above

PART 2: QUESTIONS FOR ALL PROJECTS (50 Points)

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 14-17).

D. Project Readiness/Financial Plan (30 Points STP, 10 Points CMAQ)

Introduction: Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness (question 14) and financial plan (question 15) sections below. The primary objective of the evaluation is to determine if a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- If PSRC's federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

14. Project Readiness: Please fill out the questions below if your project is requesting funds for a Right of Way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question #14.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify these requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question 14A below, select one of the three options from the drop down list for all items that apply at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 14B, including the estimated schedule for completion.

14A. Check all items that apply below. Note: if no ROW is required for the project, select "not needed" for sections b through g.

Not yet completed a. Final FHWA or FTA approval of environmental documents including:

Not yet completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Not yet completed - Section 106 Concurrence.

Not yet completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Not yet completed b. True Cost Estimate for Right of Way.

Not yet completed c. Right of Way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not yet completed e. Right of way certification.

Not yet completed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.

Not needed - Certification Audit by WSDOT of Relocation Process, if applicable.

Not yet completed h. Engineer's Estimate.

Not yet completed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

14B. Additional information: include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

The funding request is to complete all phases of the proposed project, from design to construction. The City would be able to obligate funds for the design phase as soon as they come available, and would complete the design phase by early fall 2007. Negotiations with the developer regarding necessary right of way and easements will be completed within that same timeframe. Fall 2007 is reserved for final environmental review and right of way certification. The project would be ready to go to ad for construction bids by early 2008 and construction would be completed by Fall 2008.

15. Financial plan: Please fill out Tables A-D below and corresponding questions E-F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured funds (Table C) needed to complete the project.

Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Regional Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
Design/PE	2/1/2007	STP	\$636,000
Construction	2/1/2008	STP	\$1,413,000
			\$
Totals:			\$2,049,000

Table B: Existing Secured Funding

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
Design/PE	2/1/2007	CIP	\$99,300
Right of Way	9/1/2007	CIP/Developer Impact Fees	\$390,000
Construction	2/1/2008	CIP	\$220,800
			\$
			\$
TOTAL:			\$710,100

*For tables B or C "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

Table C: Needed future funding (unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
			\$
			\$
			\$
			\$
			\$
TOTAL:			\$0

*For tables B or C "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

Table D: Total Project Cost (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	\$0	Planning:	NA
Preliminary Engineering/Design:	\$735,300	Preliminary Engineering/Design:	10/1/2007
Right of Way:	\$390,000	Right of Way:	12/31/2007
Construction:	\$1,633,800	Construction:	11/1/2008
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$2,759,100	Estimated date of completion (i.e. open for use)	10/1/2008

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:

Requested funding would be leveraged with City resources to complete all phases of the project.

F. If unable to completely fill out Table D (Total Project Cost): Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

E. Air Quality (20 Points STP, 40 Points CMAQ)

16. Describe how your project will reduce emissions. Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways; depending on the type of project, please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, how much fuel is consumed annually, where they are used and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds; describe the potential for multimodal connections, shorter vehicle trips, etc.
- Transit (park and ride lots, new or expanded transit service, transit amenities, etc.): what is the current transit ridership in the project area; what are the current transit routes serving the project area; if a park-and-ride lot, how many stalls are being added; describe how the amenities (or other components of the project) are expected to

encourage new transit ridership and shift travel from single occupant vehicles to multimodal options; what is the average trip length for a new rider?

- Bicycle and/or pedestrian facilities: what is the length of the facility; what are the connections to other nonmotorized facilities and to the larger nonmotorized system; describe the expected travel shed (i.e., land use, population surrounding the project).
- Signalization, other ITS improvements: describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.); describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.); is there a significant amount of truck traffic (i.e. freight movement) on the facility? does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- Alternative fuels/vehicles: describe the change in fuel or vehicle technology; how many vehicles are affected; what are the current conditions?
- Other: describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. no idling signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

This segment of NE 8th Street carries annual average weekday traffic volumes of 38,000. A majority of this traffic volume is generated by the NE 8th Street interchange with I-405. NE 8th Street narrows from three westbound lanes to two westbound lanes at 108th Avenue NE; the merge creates a chokepoint that produces a Level of Service E- during peak hours. NE 8th Street serves vehicles and transit buses. Two Metro Routes, 261 and 237, are directly affected by the delay because the routes run through on NE 8th at that intersection. The NE 8th Street Widening project will provide additional capacity that more naturally accommodates the natural traffic pattern of cars moving to turn left at 106th and Bellevue Way NE.

F. Other Considerations (No Points)

- 17. Please describe any additional aspects of your project** not requested in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of the centers and connecting corridors policy focus. Note: No points will be given to this section.

City of Bellevue

Policy References for NE 8th Street Widening Project

110	I-405/116th Avenue NE Provide new ramps to/from 116th NE/Northup Way.
111	SR-520/Bellevue Way Add eastbound off-ramp from SR-520 to 108th NE/112th NE at Bellevue Way.
Roadways(Downtown)	
201	110th Avenue NE from NE 4th Street to NE 9th Street Widen this section from three lanes to four or five lanes, including traffic signal at NE 6th.
202	112th Avenue SE/NE from SE 8th Street to NE 12th Street Widen this section to provide additional turn lanes at all intersections. This widening would provide the following: a. Left-turn lanes on 112th at SE 4th, SE 6th, NE 2nd, NE 6th and NE 10th, b. Dual left-turn lanes on 112th NE at NE 8th. c. Northbound to eastbound right-turn lanes on 112th NE at NE 4th.
203	103rd Avenue NE/105th Avenue NE/107th Avenue NE/NE 11th Street Reconstruct the following sections within Downtown to meet city design standards (i.e., sidewalks, lane width, etc.): a. 103rd NE between Main and NE 1st. b. 105th NE between NE 2nd and NE 4th. c. 107th NE between Main and NE 2nd. d. NE 11th between 110th NE and 112th NE.
204	Downtown Restrict left turns on major arterials to signalized intersections.
205	Downtown Ongoing optimization of traffic signals on major arterials.
206	106th & 108th Avenue NE Implement a one-way couplet (106th NE northbound and 108th NE southbound) between Main and NE 12th.
207	NE 8th Street Add one westbound lane on NE 8th St between 106th NE and 108th NE (no widening west of 106th NE).
208	NE 4th Street / Bellevue Way Convert eastbound thru-right lane to right-only.
209	NE 2nd Street / Bellevue Way Add new southbound left-turn lane on westbound NE 2nd.
210	NE 10th Street / 112th Avenue NE Configure the intersection for one left-turn only, one thru-lane and one thru/right-turn for each approach with the extension of NE 10th.
211	NE 2nd Street Extend NE 2nd Street from 112th NE across I-405 to 116th NE.
212	NE 10th Street Extend NE 10th Street from 112th NE across I-405 to 116th NE. Development related road & access improvements
213	106th Avenue NE from Main Street to NE 12th Street Widen this section from 4 to 5 lanes.
214	108th Avenue NE from NE 8th Street to NE 12th Street Widen this section from 4 to 5 lanes.

POLICIES

POLICY LU-28. Support Downtown's development as an Urban Center, maintaining it as the financial, retail, and business hub of the Eastside.

POLICY LU-29. Strengthen Downtown as the primary commercial area to provide local goods and services to the surrounding neighborhoods and to the residents and employees within the district.

POLICY LU-30. Encourage the development of housing within the Downtown including units targeted to workers who are expected to fill jobs to be created in the Downtown over the next decade.

POLICY LU-31. Encourage and foster economic development in areas designated for commercial uses.

POLICY LU-32. Maintain commercial areas outside the Downtown which can provide additional business opportunities and serve other parts of the community.



Crossroads Bellevue Shopping Center is a community focus for social & retail activities.

POLICY LU-33. Monitor trends in Bellevue's job centers and consider land use changes, if needed, to maintain the vitality of these centers.

POLICY LU-34. Explore the appropriate long-term direction for the location of light industrial businesses such as light manufacturing and warehousing.

Discussion: These uses are best situated in an area of limited traffic that facilitates the movement of goods. Because there are competing demands for this land from other business sectors, long-term impacts should be analyzed when considering the modification of land use regulations to permit additional uses in these areas. Retail sales in these areas should generally be limited to:

- 1. Uses that provide services to people employed in the area, and*
- 2. Subject to a size limitation, uses that sell large items and bulk commodities requiring on-site warehousing (e.g., building materials, commercial equipment and supplies).*

POLICIES

POLICY TR-21. Manage the transportation system through the Mobility Management Areas shown in Figure TR.1, the boundaries of which reflect street patterns, transit serviceability, topography, development patterns, and land use objectives.

POLICY TR-22. Implement the level of service standards and other mobility targets for major transportation modes within each Mobility Management Area, as shown in Table TR.1, recognizing each area's needs as well as its relationship with other areas. Monitor the adopted mobility targets and adjust programs and resources as necessary to achieve scheduled progress on all modes.

POLICY TR-23. Coordinate improvements and operations among travel modes, providing connections between modes.

POLICY TR-24. Incorporate pedestrian and bicycle facility improvements into roadway projects, and incorporate transit/high-occupancy vehicle improvements where feasible.

POLICY TR-25. Provide for adequate roadway, pedestrian, and bicycling connections in newly developing areas of the city, promoting both internal access and linkages with the rest of the city.

POLICY TR-26. Address the special needs of citizens with various degrees of mobility in planning, designing, implementing, and maintaining transportation improvements and other transportation facilities and in delivering transportation services and programs.

POLICY TR-27. Follow guidance provided in the city's long-range transportation plans, transportation studies, and subarea plans to identify, prioritize, and implement transportation system improvements.

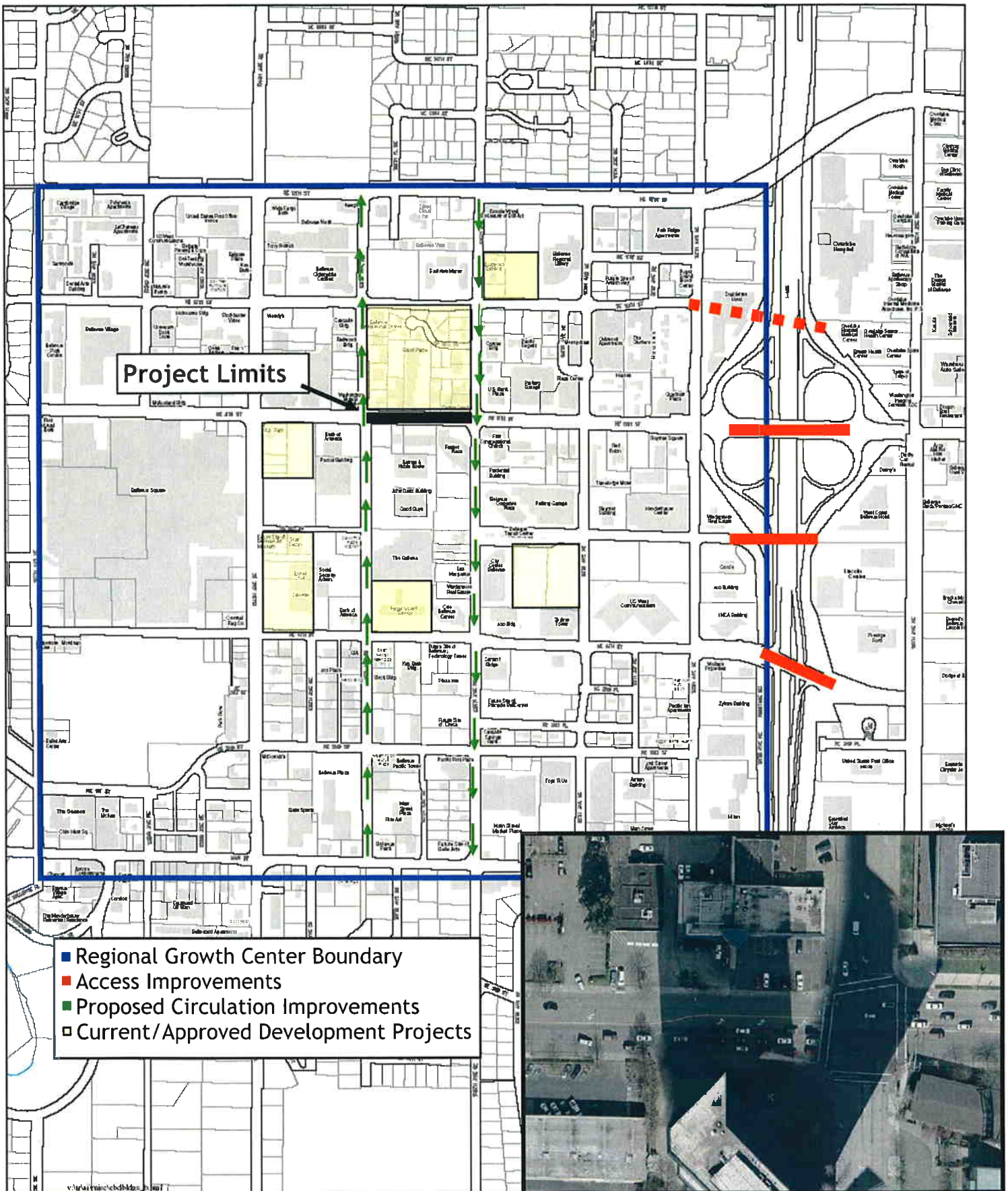
POLICY TR-28. Involve affected neighborhoods and other interested citizens in the planning and design of transportation system improvements.

POLICY TR-29. Develop the transportation system in a manner that supports the regional land use and transportation vision presented in Vision 2020, Destination 2030 and the Countywide Planning policies for King County.

POLICY TR-30. Work with other Eastside Transportation Partnership (ETP) participants to identify and implement high priority transportation investments

City of Bellevue

Downtown Circulation Improvements: NE 8th Street



2006 BOTHELL/KENMORE STP FUNDING SUMMARY - ATTACHMENT A

PROJECT	PS&E	ROW	CONSTRUCTION	TOTAL	REVENUE SOURCES						
					FEDERAL	COUNTY	LOCAL	ST	STATE	WSDOT	TIB
Kenmore I Obligation Date	\$4,281,835 1/1/02	\$5,298,685 5/1/06	\$22,619,480 7/1/07 & 12/1/07	\$32,200,000	\$7,249,900	\$1,468,253	\$4,840,189		\$9,702,538	\$1,579,480	\$4,797,000
Kenmore II Obligation Date	\$3,305,000 1/1/02	\$2,688,000 3/1/06	\$13,450,000 5/1/07	\$19,443,000	\$700,312	\$650,000	\$1,461,754	\$8,192,300	\$2,940,074	\$683,608	\$3,000,000
Bothell I Obligation Date	\$1,610,000 5/1/04	\$2,880,000 6/1/06	\$8,610,000 7/1/07	\$13,100,000	\$4,700,000	\$400,000	\$400,000	\$7,400,000		\$200,000	\$0
Bothell IIA Obligation Date	\$1,000,000 2/1/07	\$2,350,000 6/1/08	\$3,650,000 9/1/09	\$7,000,000			\$1,780,000			\$220,000	\$1,500,000
Bothell IIB Obligation Date	\$3,500,000	\$260,000	\$29,100,000	\$32,860,000	\$3,100,000				\$3,500,000	\$26,260,000	
TOTAL	\$13,696,835	\$13,476,685	\$77,429,480	\$104,603,000	\$15,750,212	\$2,518,253	\$8,481,943	\$15,592,300	\$16,142,612	\$28,943,088	\$9,297,000
											\$6,500,000
											\$103,225,408

2006 STP FUND DISTRIBUTION			
PROJECT	PS&E	ROW	CONSTRUCTION
Kenmore I	\$0	\$0	\$2,562,640
Kenmore II	\$0	\$0	\$437,360
Bothell I	\$0		\$0
Bothell IIA	\$500,000	\$1,200,000	\$1,800,000
Bothell IIB	\$0		\$0
Total	\$500,000	\$1,200,000	\$4,800,000

PROJECT	2006 STP Grant				Unsecured				TOTAL
	Secured Funding	Secured Funding	Unsecured	Unsecured	Secured Funding	Secured Funding	Unsecured	Unsecured	
Kenmore I	\$4,412,000	\$5,674,000	\$19,551,350	\$29,637,350	\$0	\$2,562,640	\$2,562,640	\$0	\$32,200,000
Kenmore II	\$3,305,000	\$2,688,000	\$11,635,000	\$17,628,000	\$0	\$437,360	\$437,360	\$1,377,640	\$19,443,000
Bothell I	\$1,610,000	\$2,880,000	\$8,610,000	\$13,100,000	\$0	\$0	\$0	\$0	\$13,100,000
Bothell IIA	\$500,000	\$550,000	\$950,000	\$2,000,000	\$500,000	\$1,800,000	\$3,500,000	\$900,000	\$7,000,000
Bothell IIB	\$3,500,000	\$260,000	\$29,100,000	\$32,860,000					\$32,860,000
Total	\$13,327,000	\$12,052,000	\$69,846,350	\$95,225,350	\$500,000	\$4,800,000	\$6,500,000	\$2,277,640	\$104,603,000

2006 BOTHELL/KENMORE STP FUNDING SUMMARY - ATTACHMENT A

PROJECT	PS&E	ROW	CONSTRUCTION	TOTAL	REVENUE SOURCES						
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Kenmore II Obligation Date	\$3,305,000 1/1/02	\$2,688,000 3/1/06	\$13,450,000 5/1/07	\$19,443,000	\$700,312	\$650,000	\$1,461,754	\$8,192,300	\$2,940,074	\$683,608	\$3,000,000
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Bothell IIA Obligation Date	\$1,000,000 2/1/07	\$2,350,000 6/1/08	\$3,650,000 9/1/09	\$7,000,000			\$1,780,000			\$220,000	\$1,500,000
Bothell IIB Obligation Date	\$3,500,000	\$260,000	\$29,100,000	\$32,860,000	\$9,100,000				\$3,500,000	\$26,260,000	
TOTAL	\$13,696,835	\$13,476,685	\$77,429,480	\$104,603,000	\$15,750,212	\$2,518,253	\$8,481,943	\$15,592,300	\$16,142,612	\$28,943,088	\$9,297,000
											\$6,500,000
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2006 STP FUND DISTRIBUTION			
PROJECT	PS&E	ROW	CONSTRUCTION
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Bothell I	\$0		\$0
Bothell IIA	\$500,000	\$1,200,000	\$1,800,000
Bothell IIB	\$0		\$0
Total	\$500,000	\$1,200,000	\$4,800,000

PROJECT	Secured Funding				2006 STP Grant				Unsecured				TOTAL
	PS&E	ROW	CONSTRUCTION	TOTAL									
Kenmore I	\$4,412,000	\$5,674,000	\$19,551,350	\$29,637,350	\$0	\$0	\$2,562,640	\$2,562,640	\$0	\$0	\$0	\$0	\$32,200,000
Kenmore II	\$3,305,000	\$2,688,000	\$11,635,000	\$17,628,000	\$0	\$0	\$437,360	\$437,360	\$0	\$0	\$1,377,640	\$1,377,640	\$19,443,000
Bothell I	\$1,610,000	\$2,880,000	\$8,610,000	\$13,100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,100,000
Bothell IIA	\$500,000	\$550,000	\$950,000	\$2,000,000	\$500,000	\$1,200,000	\$1,800,000	\$3,500,000	\$0	\$600,000	\$900,000	\$1,500,000	\$7,000,000
Bothell IIB	\$3,500,000	\$260,000	\$29,100,000	\$32,860,000				\$0				\$0	\$32,860,000
Total	\$13,327,000	\$12,052,000	\$69,846,350	\$95,225,350	\$500,000	\$1,200,000	\$4,800,000	\$6,500,000	\$0	\$600,000	\$2,277,640	\$2,877,640	\$104,603,000